

1. (amended) A belt-feeding device of a multi-point seat belt, consisting of a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4), for [[increasing survival chance of a passenger of]]a transport system [[in an accident or during in-flight turbulence]]~~to increase user-friendliness and the rate of seat-belt use,~~

5 comprising

[[a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4) and a first and second belt end (ER) and (EL), where

the extending belt portion (1.4), loosely guided by a shoulder-belt-portion guiding deflector (5, 5b, 12) and having the second belt end (EL), is equipped with a belt

10 retractor (13), having a clamping device and attached to a stiff fourth transport-system member, generally representing a floor (6) of the transport system adjacent to a second seat-side or a seat-backrest frame at the second seat-side or a post section of a motor vehicle adjacent to the second seat-side;

the first shoulder belt portion (1.1) has the first belt end (ER) and is attached to a stiff
15 third transport-system member, generally representing the floor of the transport system adjacent to a first seat-side or the seat-backrest frame at the first seat-side;]]

a main buckle assembly (9.1), having a master release button (84) and attached to a stiff first transport-system member, generally representing [[the]]a floor of the transport system adjacent to [[the]]a first seat-side (SR) or a seat-cushion frame at the first seat-
20 side or a mid-tunnel of [[the]]a motor vehicle adjacent to the first seat-side;

[[at least one latch plate (2, 2a, 9, 11, 25);

a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) or the first shoulder belt portion (1.1) and attached to a stiff second transport-system member, generally representing the floor of the transport system adjacent to the second seat-side
25 or the seat-cushion frame at the second seat-side or the post section adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side;
]]and

[[a belt-feeding device, provided with]]an operating arm (20.2), to a first end of which a belt ring (20.8) is rigidly attached to receive and loosely guide the first shoulder belt
30 portion and a second end of which is connected to a guide tube (20.1), pivotally attached to a bearing casing (20.10) of [[the]]a seat-backrest frame of a seat backrest (3.2);

whereby

a lower part of the body (96) of [[the]]a passenger and an upper part of the body (95) are restrained by the lap- and second shoulder belt portions (1.3, 1.2) when [[the]]a main latch plate (9), moveable along the lap- or second shoulder belt portion, is plug-in connected to the main buckle assembly (9.1); and

5 the upper part of the body is restrained by the first and second shoulder belt portions, both (1.1, 1.2) extending crosswise in an X-shape upon a rotatory movement of the operating arm (20.2) with the first shoulder belt portion (1.1) from a resting position at [[the]]a second seat-side (SL) to an operative position at the first seat-side (SR).

2. (amended) The [[multi-point seat belt]] belt-feeding device according to claim 1,
10 further comprising at least one drive apparatus, which, provided for the belt-feeding device, when activated, rotates the operating arm with the first shoulder belt portion from the resting position to the operative position or vice-versa.

3. (amended) The [[multi-point seat belt]] belt-feeding device according to claim 2,
15 wherein the master release button (84), when depressed, releases the main latch plate and returns the belt-feeding device to the resting position.

4. (amended) The [[multi-point seat belt]] belt-feeding device according to claim 3,
wherein the master release button (84) is provided with a release wire connecting to the drive apparatus where the master release button, when depressed, releases the main latch plate from the main buckle assembly and returns the belt-feeding device to the resting
20 position.

[[11]] 5. (amended) The [[multi-point seat belt]] belt-feeding device according to claim 3,
further comprising

a key, rigidly attached to the belt ring of the operating arm; and

a belt-feeding plate (20.9, 20.9a), a contact portion of which, moveable in an opening of
25 the seat backrest (3.2) at the first seat-side and guided thereby, has a receptacle through which the key projects in a contact position and the operative position;

whereby the drive apparatus, being activated,

moves up over a head rest the contact portion of the belt-feeding plate out of the opening
and the guide tube with the operating arm and with the first shoulder belt portion;

30 rotates the operating arm and the first shoulder belt portion over the head rest, a head of the passenger and in front of the upper part of his body until the key engages with the receptacle in the contact position and

countersinks the contact portion and the guide tube with the operating arm in the seat backrest (3.2) until reaching the operative position in which the first shoulder belt portion extends across over the upper part of his body and, finally, the drive apparatus is switched off;

5 where in the operative position or in the resting position the contact portion of the belt-feeding plate and the guide tube with the operating arm are countersunk in the seat backrest.

[[12]] 6. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein a radial-adjustable tube (20.3) is attached between the belt ring and the
10 guide tube, where the first shoulder belt portion is moved from the resting position to the operative position by a radial-adjusting movement of the radial-adjustable tube when the drive apparatus is activated.

[[13]] 7. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus is operable to return the first shoulder belt portion
15 (1.1) from the operative position to the resting position, when a dwell time, predetermined for an engagement of the key with the receptacle, is exceeded.

[[14]] 8. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus returns the first shoulder belt portion (1.1) from the
20 operative position to the resting position, when a dwell time, predetermined for inserting the main latch plate into the main buckle assembly, is exceeded.

[[15]] 9. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus, activated in response to activating a switch, attached in the main buckle assembly (9.1), upon contact with a cam of the main latch plate (9),
when inserted therein, is switched off when the operative position is reached.

25 [[16]] 10. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus, activated in response to starting an engine of the transport system, is switched off when the operative position is reached.

[[17]] 11. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus, activated in response to closing a vehicle door of the
30 transport system, is switched off when the operative position is reached.

[[18]] 12. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus, activated in response to actuating a switch, is switched off when the operative position is reached.

5 [[19]] 13. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus is activated when the passenger takes a seat, where to a sensor is built, where the drive apparatus is switched off when the operative position is reached.

10 [[20]] 14. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein the drive apparatus, activated in response to depressing x-times the master release button (84), is switched off when the operative position is reached.

[[21]] 15. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[11]] 5, wherein [[the]] a supplement latch plate is a belt-detachable latch plate (25), which has a quick-release pin (25.1) and a U-shaped portion to house the belt portion of the seat belt which is secured therein by the quick-release pin and detached therefrom by pulling it.

15 [[22]] 16. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[21]] 15, wherein the seat backrest at the first seat-side (SR) and second seat-side (SL) is provided with pairs of supplement upper buckle assemblies (18 / 19, 18a / 19a, 18b / 19b, 18.1 / 19.1 to 18.3 / 19.3),

20 one of which is adapted to a small body proportion of the passenger, lower than the upper buckle assembly, and,

finally, the belt-detachable latch plates, housing both shoulder belt portions, are plug-in connected to that pair.

25 [[25]] 17. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[22]] 16, wherein the master release button (84) is provided with release cables (4.2), connecting to release buttons of all the supplement upper buckle assemblies, and with a release wire, connecting to the drive apparatus, where the master release button, when depressed, releases all the latch plates from the respective buckle assemblies and returns the belt-feeding device to the resting position.

30 [[25]] 18. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[22]] 16, wherein the master release button (84) is provided with release wires [[release cables (4.2)]]], connecting to electrical release-motors (4.2b) of release buttons of all the

supplement upper buckle assemblies, and with a release wire, connecting to the drive apparatus, where the master release button, when depressed, releases all the latch plates from the respective buckle assemblies and returns the belt-feeding device to the resting position.

- 5 [[23]] 19. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[22]] 17, wherein the belt-detachable latch plates, when not being used, are stored and secured in a storage box (25.5) of the seat.

- 10 [[26]] 20. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[25]] 17, wherein a belt-catching member (20.7, 20.7a), attached to the seat backrest (3.2), intercepts and holds at least one shoulder belt portion when being in the resting position.

- [[24]] 21. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[22]] 16, wherein the upper buckle assembly is provided with a coupling fitting (1.2a, 1.2b) to receive vibration-dampening energy absorbers.

- 15 [[27]] 22. (amended) The [[multi-point seat belt]] belt-feeding device according to claim 4, further comprising
 a pair of rollover tubes (20.2b), inserted into a pair of angle fittings (26a) of the seat-backrest frame (3.4d);
 a belt housing (20.4d), which, moveable along the pair of rollover tubes and guided thereby, receives and loosely guides the first shoulder belt portion; and
 20 an additional drive apparatus, fastened to the belt housing and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a);
 whereby the first shoulder belt portion is moved from the resting position to the operative position by a translatory movement of the belt housing and the rotatory movement of the operating arm when both drive apparatus are activated.

- 25 [[28]] 23. (amended) The [[multi-point seat belt]] belt-feeding device according to claim [[27]] 22, wherein the translatory movement of the belt housing and the rotatory movement of the operating arm are synchronised.

- 30 [[30]] 24. (amended) [[A multi-point seat belt]] The belt-feeding device [[for increasing survival chance of a]] to protect the passenger [[of a transport system]]in a[[n]] rollover-accident [[or during in-flight turbulence, comprising]] according to claim 23, wherein

[[a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4) and a first and second belt end (ER) and (EL), where the extending belt portion (1.4), loosely guided by a shoulder-belt-portion guiding deflector (5, 5b, 12) and having the second belt end (EL), is equipped with a belt retractor (13), having a clamping device and attached to a stiff fourth transport-system member, generally representing a floor of the transport system adjacent to a second seat-side or a seat-backrest frame (3.4d) at the second seat-side or a post section of a motor vehicle adjacent to the second seat-side; and; the first shoulder belt portion (1.1) has the first belt end (ER), attached to a stiff third transport-system member, generally representing the floor of the transport system adjacent to a first seat-side or the seat-backrest frame at the first seat-side; a main buckle assembly (9.1), having a master release button (84) and attached to a stiff first transport-system member, generally representing the floor of the transport system adjacent to the first seat-side or a seat-cushion frame at the first seat-side or a mid-tunnel of the motor vehicle adjacent to the first seat-side; at least one latch plate (2, 2a, 9, 11, 25); a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) or the first shoulder belt portion (1.1) and attached to a stiff second transport-system member, generally representing the floor of the transport system adjacent to the second seat-side or the seat-cushion frame at the second seat-side or the post section adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side; and a]] the belt-feeding device[[, consisting of]] (20d) serves as a protective-rollover device having the pair of rollover tubes (20.2b), along which the belt housing (20.4d), having holes to receive a pair of legs of a safety bracket (20.6), is moved to the operative position and located on holes of one of the rollover tubes (20.2b), which and the holes of the belt housing are aligned with each other and in excess of a threshold value in the rollover-accident the pair of legs of the safety bracket protrudes through all the holes, blocks the translatory movement of the belt housing and clamps the first shoulder belt portion (1.1).

[[a pair of rollover tubes (20.2b), inserted into a pair of angle fittings (26a) of the seat-backrest frame (3.4d);

a belt housing (20.4d), moveable along the pair of rollover tubes from a resting position at the second seat-side to an operative position at the first seat-side, guided thereby, receiving and loosely guiding the first shoulder belt portion (1.1); and a drive apparatus, fastened to the belt housing and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a);

whereby

a lower part of the body (96) of the passenger and an upper part of the body (95) are restrained by the lap- and second shoulder belt portions (1.3, 1.2) when the main latch plate (9), moveable along the lap- or second shoulder belt portion, is plug-in connected to the main buckle assembly (9.1); and

the upper part of the body is restrained by the first and second shoulder belt portions, both (1.1, 1.2) extending crosswise in an X-shape upon a translatory movement of the belt housing with the first shoulder belt portion (1.1) from the resting position to the operative position in response to the drive apparatus being activated.]]

[[30]] 25. (amended) A belt-feeding device of a multi-point seat belt, consisting of a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4), for [[increasing survival chance of a passenger of]]a transport system to increase user-friendliness and the rate of seat-belt use[[in an accident or during in-flight turbulence]], comprising

[[a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4) and a first and second belt end (ER) and (EL), where the extending belt portion (1.4), loosely guided by a shoulder-belt-portion guiding deflector (5, 5b, 12) and having the second belt end (EL), is equipped with a belt retractor (13), having a clamping device and attached to a stiff fourth transport-system member, generally representing a floor of the transport system adjacent to a second seat-side or a seat-backrest frame (3.4d) at the second seat-side or a post section of a motor vehicle adjacent to the second seat-side; and; the first shoulder belt portion (1.1) has the first belt end (ER), attached to a stiff third transport-system member, generally representing the floor of the transport system adjacent to a first seat-side or the seat-backrest frame at the first seat-side;]] a main buckle assembly (9.1), having a master release button (84) and attached to a stiff first transport-system member, generally representing [[the]]a floor of the transport

system adjacent to [[the]]a first seat-side (SR) or a seat-cushion frame at the first seat-side or a mid-tunnel of [[the]]a motor vehicle adjacent to the first seat-side;

[[at least one latch plate (2, 2a, 9, 11, 25);

a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) or the
5 first shoulder belt portion (1.1) and attached to]]a stiff second transport-system member, generally representing the floor of the transport system adjacent to [[the]]a second seat-side (SL) or the seat-cushion frame at the second seat-side or [[the]]a post section adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side; and

10 [[a belt-feeding device, consisting of]]

a pair of rollover tubes (20.2b), inserted into a pair of angle fittings (26a) of the seat-backrest frame (3.4d) of a seat backrest (3.2); and

a belt housing (20.4d), moveable along the pair of rollover tubes from a resting position at the second seat-side (SL) to an operative position at the first seat-side (SR), guided

15 thereby, receiving and loosely guiding the first shoulder belt portion (1.1);[[and a drive apparatus, fastened to the belt housing and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a);]]

whereby

a lower part of the body (96) of [[the]]a passenger and an upper part of the body (95) are
20 restrained by the lap- and second shoulder belt portions (1.3, 1.2) when [[the]]a main latch plate (9), moveable along the lap- or second shoulder belt portion, is plug-in connected to the main buckle assembly (9.1); and

the upper part of the body is restrained by the first and second shoulder belt portions, both (1.1, 1.2) extending crosswise in an X-shape upon a translatory movement of the belt
25 housing (20.4d) with the first shoulder belt portion (1.1) from the resting position to the operative position[[in response to the drive apparatus being activated]].

26. (new) The belt-feeding device according to claim 25, further comprising a drive apparatus, which, fastened to the belt housing (20.4d) and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a), when activated, moves the belt
30 housing (20.4d) with the first shoulder belt portion from the resting position to the operative position or vice-versa.

[[29]] **27.** (amended) The [[multi-point seat belt]] belt-feeding device to protect the passenger in a rollover-accident according to claim [[28]] **26**, wherein the belt-feeding device (20c[[, 20d]]) serves as a protective-rollover device having the pair of rollover tubes (20.2b), along which the belt housing (20.4d), having holes to receive a pair of legs of a safety bracket (20.6), is moved [[in]] to the operative position and located on holes of one of the rollover tubes (20.2b),[[where]]

which [[holes of one of the rollover tubes (20.2b)]] and the holes of the belt housing are aligned with each other and

in excess of a threshold value in the rollover-accident the pair of legs of the safety bracket protrudes through all the holes, blocks the translatory movement of the belt housing and clamps the first shoulder belt portion (1.1).

28. (new) The belt-feeding device to absorb a great belt force according to claim 27, wherein

a stiff plate (13.3) of the seat-backrest frame (3.4d) at the first seat-side (SR) has an upper and lower oblong holes;

a first belt end (ER) of the first shoulder belt portion (1.1) is connected to a belt retractor (13), having a clamping device, upper and lower attachment points, and

a coupling fitting (1.2b), to receive vibration-dampening energy absorbers, and the belt retractor (13) are moveable attached together at the lower attachment point to the lower oblong hole and the upper attachment point of the belt retractor (13) is moveable attached to the upper oblong hole,

where in excess of a threshold value the first shoulder belt portion under the great belt force pulls the belt retractor (13) moving along the oblong holes.

29. (new) The belt-feeding device to absorb a great belt force according to claim 27, wherein

a second belt end (EL) of the extending belt portion (1.4) at the second seat-side (SL) is connected to a belt retractor (13), having a clamping device and attached to a stiff third transport-system member, generally representing the floor of the transport system adjacent to the second seat-side or the seat-backrest frame (3.4d) at the second seat-side or the post section of the motor vehicle adjacent to the second seat-side; and

a first belt end (ER) of the first shoulder belt portion (1.1), located in the seat backrest (3.2) at the first seat-side (SR), is provided with a coupling fitting (1.2a) to receive vibration-dampening energy absorbers.

5 [[30]] 30. (amended) A belt-feeding device of a multi-point seat belt, consisting of a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4), for [[increasing survival chance of a passenger of]]a transport system to increase user-friendliness and the rate of seat-belt use[[in an accident or during in-flight turbulence]], comprising

10 [[a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4) and a first and second belt end (ER) and (EL), where

the extending belt portion (1.4), loosely guided by a shoulder-belt-portion guiding deflector (5, 5b, 12) and having the second belt end (EL), is equipped with a belt retractor (13), having a clamping device and attached to a stiff fourth transport-system member, generally representing a floor of the transport system adjacent to a second seat-side or a seat-backrest frame (3.4d) at the second seat-side or a post section of a motor vehicle adjacent to the second seat-side; and;

15 the first shoulder belt portion (1.1) has the first belt end (ER), attached to a stiff third transport-system member, generally representing the floor of the transport system to a first seat-side or the seat-backrest frame at the first seat-side;]]

20 a main buckle assembly (9.1), having a master release button (84) and attached to a stiff first transport-system member, generally representing [[the]]a floor of the transport system adjacent to [[the]]a first seat-side (SR) or a seat-cushion frame at the first seat-side or a mid-tunnel of [[the]]a motor vehicle adjacent to the first seat-side;

[[at least one latch plate (2, 2a, 9, 11, 25);

25 a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) or the first shoulder belt portion (1.1) and attached to a stiff second transport-system member, generally representing the floor of the transport system adjacent to the second seat-side or the seat-cushion frame at the second seat-side or the post section adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side; and

30 a belt-feeding device, consisting of]]

a pair of rollover tubes (20.2b), inserted into a pair of angle fittings (26a) of the seat-backrest frame (3.4d) of a seat backrest (3.2); and

a belt housing (20.4d), moveable along the pair of rollover tubes from a resting position at [[the]]a second seat-side (SL) to an operative position at the first seat-side (SR), guided thereby, receiving and loosely guiding the first shoulder belt portion (1.1);[[and

5 a drive apparatus, fastened to the belt housing and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a);]]

whereby

a lower part of the body (96) of [[the]]a passenger and an upper part of the body (95) are restrained by the lap- and second shoulder belt portions (1.3, 1.2) when [[the]]a main
10 latch plate (9), moveable along the lap- or second shoulder belt portion, is plug-in connected to the main buckle assembly (9.1); and

the upper part of the body is restrained by the first and second shoulder belt portions, both (1.1, 1.2) extending crosswise in an X-shape upon a translatory movement of the belt housing with the first shoulder belt portion (1.1) from the resting position to the
15 operative position[[in response to the drive apparatus being activated]].

31. (new) The belt-feeding device according to claim 30, further comprising a drive apparatus, which, fastened to the belt housing (20.4d) and moveable along a threaded spindle (20.1a), fastened to the pair of angle fittings (26a), when activated, moves the belt housing (20.4d) with the first shoulder belt portion from the resting position to the
20 operative position or vice-versa.